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a small town we would not expect plague to linger as it does in large cities.

Plague has recently been reported in Chosica, which is 30 miles inland from Callao. Since my arrival in Callao (12 days) we have had new cases of plague in Lima every day except two, generally one or two cases, at the most four. The largest number of cases reported in any one day since the advent of plague in Lima is 12. There have been reported 2 cases in Callao within the last two weeks, one of which is said to have come from Lima, and the other is reported to have been infected on the *Limari*, though the company's agents deny that the man had worked on board this vessel. The man himself, I am informed, stated that he had been working aboard on her recent voyage. The Peruvian authorities are disinfecting all baggage going to the interior or leaving Callao for other ports. This is done in a partial vacuum chamber, with formaldehyde.

Other methods for combating the disease, such as isolation, observation, disinfection, the killing and trapping of rats and mice, the killing of guinea pigs, which many of the poorer classes raise in their houses in considerable quantities, inspection, and general sanitation, are being used. The use of Yersin serum as a curative agent is meeting with gratifying results. Doctor Bifi, the Italian expert, informs me that he has seen pigs (swine) suffering from plague. He has not yet observed the infection in cats or dogs. Nothing is being done by the Peruvian authorities as yet toward the disinfection of the holds of vessels pending the arrival of the Clayton apparatus. A maritime quarantine station is to be erected in Callao. I do not believe that anyone knows just what port on the west coast of South America was first infected, when it was infected, or whence the infection came.

I do believe that the infection has been carried up and down this coast by infected rats on merchant vessels for an indefinite period—certainly for more than one year—and I regard this as the most important statement contained in this report. In nearly all of the South American ports cargo is lightered; the vessel does not lie at a dock. Callao is an exception, and I believe Valparaiso as well. I doubt if there is great danger of rats being lightered aboard in small towns, but it might happen. That they are lightered ashore at such places is a matter of common occurrence.

Vessels lying at dock and handling large cargoes are liable to take rats aboard in the cargo even though her lines are protected with rat guards. The utmost vigilance is required to keep all shore lines guarded. Only yesterday I saw a vessel (destined, I believe, for an Australian port) lying at the dock with rat guards on some of her lines and not on others. Masters of vessels in this port tell me it is impossible to lie 8 feet from the dock, and they prefer disinfection after docking to the alternative of attempting this. Just now this is of no great importance, as I regard all vessels from Chilean ports as liable to be infected, and they are not being disinfected by the local authorities.

Plague at Lima.

The following is received from Minister Dudley under date of April 15:

The epidemic of plague at Lima continues about as heretofore described. On April 10 there were 11 new cases, and the next day 9, but, with the exception of two days, the daily average has been about 3.

The percentage of mortality among those removed to the lazaretto, as all attacked by the disease are intended to be, is undoubtedly high. This is shown by the following figures from the official source, covering the period from the 6th of October last up to this morning:

Number of bubonic patients admitted to Lima lazaretto from October 6, 1903, to 12 p. m. April 14, 1904.....	125
Of whom there were discharged as cured	33
Died	42
Remain in lazaretto	50
	<hr/>
	125
Of the last-mentioned there are in extremely critical condition	2
In critical condition	16
Better	17
Convalescent.....	15
	<hr/>
	50

It is observable that very many of the cases do not find their way to the lazaretto or receive proper medical treatment until the patient is almost in extremis. Thus, of the 42 deaths above mentioned, 14 occurred within forty-eight hours after the admission of the patient to the lazaretto. It may be added that those attacked, with few exceptions, are of the lower classes, living, as a rule, in filthy neighborhoods.

It is stated that the number of lazaretto buildings of Lima is to be increased as rapidly as possible from six, the present number, to fourteen.

I believe that still no cases exist at Callao or at any place in Peru other than the capital and its vicinity. There have been instances of persons stricken here with the plague who have fled, impelled by fear of the lazaretto, which, in justice to the municipal authorities, it should be added, appears to be well conducted. Of these fugitives, one was overtaken by death at Matucana, and another met the same fate upon reaching Oroya, both points on the Central (Transcontinental) Railway. Two others died suddenly, soon after reaching Callao, in principal streets of that town.

Notwithstanding the occurrence of sensational episodes of the kind mentioned, the average daily number of new cases being really very small and the community now grown accustomed to the presence of the disease, the situation has ceased to inspire the genuine alarm that was originally prevalent. Some are now heard saying that the visitation is a disguised blessing in view of the cleaning which the ancient city is receiving. It seems to me that so far there has been no sanitary improvement so radical as to be permanent. Houses have been cleaned and accumulations dangerous to health and life removed, but the habitations of poverty in the packed callejones are destitute of the most elemental necessities for hygienic living. The principal labor in this instance would be to overcome the selfish opposition of the owners, usually men of influence and respectable position, but too blinded by pecuniary interest to recognize their duty to humanity.